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RESTORING THE CAMPANILE
WITH "IMPROVEMENTS."

To rebuild a structure exactly, after its destruction by fire or earthquake, would seem an easy task, given the possession of the plans and specifications of the original. But such exact reconstruction is, according to Jenn Lafrate, who writes in *La Nature* (Paris, June 16), practically impossible. New architects will always, he says, build a new structure, putting something of themselves into the new building, no matter how precisely they try to copy the old. He illustrates by the case of the new Campanile in Venice, which he says will differ in material points from the one that fell in ruins on July 14, 1902, though intended to reproduce it exactly. Mr. Lafrate shows that not even the foundation, which has now been laid, is precisely like that of the original. He says:

"Was it necessary to rebuild? Many of those who loved it must have answered resolutely in the negative; they hold that it is artistic impudence to try to repair the injuries of time. Moreover, they say, the expression of the epoch in which they were built, and to reconstruct them after their death is to tell a falsehood in stone. Besides, they say that the experience of a thousand previous restorations shows that no architect has ever succeeded in restoring a monument to exactly what it was, without putting some of his own work into it, which seems to them altogether inopportune."

These people have not been healed; and architectural and constructive have sworn by all their gods and called heaven to witness that they could do nothing absolutely nothing to the reconstruction of the Campanile.

A photograph represents a square of masonry destined to serve as the foundation of the Campanile. This square is formed of five steps or superposed layers. Now in the condition of the Campanile as it existed before its fall, in 1902, there was nothing visible beneath the monument but a support of three steps. Thus the persons who saw the building in 1901, and who will see it as rebuilt will not see the same thing. The architects have felt obliged, from the very foundation and they will not stop there to modify the aspect of the monument. It is true that they have an easy answer to this accusation; they say that in reality the Campanile, as it was before its fall, rested on a foundation of five steps, but that by reason of its enormous weight, two of these had been forced underground, so that only three were visible. If we consult a volume of the history of the Campanile, we find that since the time about the twelfth century when its construction was begun, it has met with various accidents. Lightning, fire, and earthquake destroyed it, at least partially, several times and in the course of the rebuilding and repairs that ensued, it was necessary to change the monument considerably. So that, if we consider the numerous stages through which it has passed, we may ask which of these successive stages has been chosen by the architects for reproduction.

"They have, in fact, taken the simplest course; after having assured us that all should be just as it was, they have put their heads together and have composed a sort of anomaly of stone, the result of which will be: (1) That the aspect of the monument will be altered by having a base that was formerly invisible; (2) that its weight will be modified (improved, it is true, but what difference does that make from the point of view of reconstruction?); (3) that a certain number of columns and of useless details will be left out."

"There is already in Italy a 'Campanile question,' and Senator Togliatti has lately echoed it by interpellating the Minister of Public Instruction on the subject of the steps of St. Mark's. It is true that the minister, Bonelli, answered that he had nothing to do with the matter, which was the business of the city of Venice; talk and controversy are still going on. For our part, we have simply wished to note a fine type of the comical situation into which we are often driven by the rebuilding mania. We have no reason, a priori, to doubt the talent and perfect good faith of the architects of the Campanile. Perhaps it would have been better if they had decided that we should see Venice hereafter with new features—either without a Campanile or with a new one, built after their own plans, in place of the work that they are now engaged upon, with so much science and skill, at the risk of dissatisfying the archaeologists and the artists, these hostile brethren. For perchance, as some sceptics even now predict, the new Campanile, under the brilliant Venetian sky, will follow its predecessors in not giving the desired impression and in not realizing the beauty of its forbears."—The Literary Digest.

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THE Undersigned has received instructions to sell by Public Auction, on
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system, and restores the system to its normal condition.

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for impurity of the blood, scurvy, pimples, spots,
itching, pains and swelling of the joints, rheumatism,
gout, rheumatoid, and all diseases of the blood,
and all the disorders consequent on a diseased
system, and restores the system to its normal condition.

THERAPION
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disorders to which the human system is subject, and
restores the system to its normal condition.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity*	despatch-boat	1790	12	3000	Comdr. E. La T. Leatham	Hongkong
Astron	cruiser, 2nd class	4360	10	900	Captain S. L. Vaughan Lee	Hongkong
Bramble	river gunboat	710	4	900	Lieut. Comdr. Davidson	On way home
Argonaut	cruiser, 1st class	13,440	12	—	Capt. E. H. Smith	Yangtze
Briarcliff	river gunboat	710	4	900	Lieut. Comdr. Bamber	Yangtze
Cadmus	ship	1070	6	1400	Comdr. Luard	Hongkong
Cherub	water tank and tug	390	—	370	—	Hongkong
Clio	ship	1070	6	1400	—	Hongkong
Diadem	cruiser, 1st class	11,000	10	6,500	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Fame	torpedo boat destroyer	360	—	—	Capt. H. W. Savory, R.N.	Japan
Flora	cruiser, 2nd class	4360	10	7000	Lieut. Comdr. Hughes	Hongkong
Handy	torpedo boat destroyer	275	—	—	Capt. Grant Dalton	Japan
Hart	torpedo boat destroyer	275	—	—	Lieut. Comdr. Cox	Japan
Janus	torpedo boat destroyer	280	—	—	Lieut. Comdr. W. H. Darwall	Japan
Keok	cruiser, 1st class	3000	14	22,000	Capt. De Horsey	Japan
King Alfred	cruiser, 1st class	14,000	14	10,000	Capt. Cecil F. Thursby, R.N.	Japan
Kinsh	river gunboat	616	4	1200	Lt. Comdr. E. V. R. Degmont	Yangtze
Kimsh	cruiser, 1st class	3950	—	—	Capt. A. J. Toke	Japan
Monmouth	river gunboat	150	2	800	Lt. Com. R. E. Vaughn	West River
Moorehead	torpedo boat destroyer	350	—	—	Lieut. Comdr. J. Kiddie	Japan
Other	Sigsbeeing-vessel	835	—	—	Comdr. C. E. Moore	Hongkong
Roch	river gunboat	85	2	240	Lt. Comdr. C. O. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lt. Com. H. T. Atty	Yangtze
Snake	river gunboat	85	2	240	Lt. Comdr. Lyne	Yangtze
Taku	torpedo boat destroyer	250	6	6500	Reserve	Hongkong
Tamar	receiving ship	4600	—	—	Commodore Williams	Hongkong
Tes	river gunboat	180	2	800	Lt. Comdr. E. Secrean	Hongkong
Tes	river gunboat	180	2	800	Lieut. Comdr. West	Hongkong
Thistle	torpedo boat destroyer	310	—	—	Lieut. Comdr. Stevenson	Japan
Vine	torpedo boat destroyer	350	—	—	Comdr. R. W. Glensie	Swatow
Vine	torpedo boat destroyer	350	—	—	Lieut. Comdr. G. E. L. Thomas	Yangtze
Whiting	river gunboat	160	2	600	Lt. Comdr. G. B. Spicer-Simon	Upper Yangtze
Woodcock	river gunboat	160	2	600	Lieut. Com. C. W. Wrightson	Upper Yangtze
Woodlark	river gunboat	160	2	600	Lieut. Com. Jno. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Josef	Austro-Hungarian cruiser	4308	19	9000	Capt. Ferdinand Bahl	Shanghai
Panther	Austro-Hungarian cruiser	1350	12	8000	Captain E. Kerber	Yokohama
Achéron	French armoured gunboat	1798	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Merle	Haiphong
Albatros	torpedo-boat	—	—	—	Commander Kerhuol	Cape St. James
Angas	French gunboat	123	—	500	Lieut. Jeanne	Hongkong
Arctique	French gunboat	—	—	150	Lieut. Hone	Salgon
Arctique	French gunboat	645	10	1000	Lieut. E. Rost	Shanghai
Descartes	French cruiser	3835	14	5500	Comdr. Amet	Kinkiang
Duport-Thouars	French armoured cruiser	10,014	38	20,000	—	Hongkong
Eure	French sub-marine	—	—	—	Lieut. Coquelin	Salgon
Francisque	French destroyer	303	7	6300	Lieut. Garreau	Yokohama
Frédéric	French destroyer	350	7	6300	Lieut. Saint-Sauve	Yokohama
Gueydon	French cruiser	3978	56	20,200	Captain Ridoz	Yokohama
Guichen	French cruiser	3700	—	—	—	Yokohama
Henri Riviere	French gunboat	—	—	—	Lieut. Porter	Yokohama
Jacquin	French gunboat	200	6	303	Lieut. Corleper	Haiphong
Javeline	French destroyer	307	7	300	Comdr. Sagot-Davauxon	Foochow
Kersaint	French cruiser	1250	6	2200	Commodore Simon	Salgon
Lynx	French sub-marine	—	—	—	Lieut. Armbruster	Salgon
Montcalm	French cruiser	9700	12	18,600	Capt. Michel	Yokohama
Mosquet	French destroyer	307	6	300	Lieut. du Chemin	Yokohama
Oly	French gunboat	—	—	—	Capt. Grollier	Shanghai
Pelée	French gunboat	—	—	—	Lieut. Lavissiere	Tongku
Pistolet	French torpedo-boat	350	7	300	Lieut. de Reineth Werth	Bato d'Aang
Portes	French sub-marine	—	—	—	Lieut. Glorieux	Salgon
Rapier	French torpedo-boat	—	—	—	Lt. Vincent de Brichignas	Foochow
Requin	French battleship	9437	6	6071	Reserve	Salgon
Sabre	French destroyer	1788	10	1700	Lieut. Lehal	Foochow
Stryx	French gunboat	—	—	—	Capt. Dupriez	Salgon
Taklang	French gunboat	250	6	—	Capt. Terquem	Yangtze
Takoa	French destroyer	6150	21	4500	—	Salgon
Vauban	French battleship (reserve)	123	7	500	Lieut. Dugnon	Hongkong
Vigilante	French gunboat	—	—	—	—	Hongkong
Albatros	German flag-ship	11,000	36	14,000	Captain Wilken	Japan
Albatros	German cruiser	6230	34	10,000	Capt. Manoeck	Singapore
Albatros	German gunboat	1000	10	1300	Comdr. Baron von M. Hillebrand	Hongkong
Albatros	German gunboat	900	10	1300	Comdr. Kloebe	Hongkong
Albatros	German gunboat	850	10	1344	Comdr. Hartz	Hongkong
Albatros	German gunboat	1009	8	876	Comdr. Lubbert	Tsingtau
Albatros	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Muller	Tsingtau
Albatros	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Tsingtau
Albatros	German gunboat	500	10	1300	Comdr. Alcock	Hongkong
Albatros	German gunboat	170	6	1300	Capt. Lieut. Giesler	Guangtze
Albatros	German gunboat	—	3	500	Capt. Lieut. von Bulow	Yangtze River
Albatros	German gunboat	—	3	500	Capt. Lieut. Ferboni	Yangtze River
Albatros	Italian cruiser	3900	—	—	Capt. Mazzone	Salgon
Albatros	Italian cruiser	2500	10	7471	Captain Borea Ricci	—
Albatros	Italian cruiser	3800	—	—	Captain Peschiera	Shanghai
Albatros	Italian cruiser	2493	29	7000	Capt. Pescetto	Shanghai
Albatros	Portuguese cruiser	1860	14	4000	Captain d'Antas Ribeiro	Macao
Albatros	Portuguese gunboat	720	—	—	Captain Gontcho	Macao
Albatros	U. S. cruiser	5769	28	7500	Capt. Dyer	Cavite
Albatros	U. S. gunboat	1000	12	1800	Capt. Briggs	Shanghai
Albatros	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Hongkong
Albatros	U. S. cruiser	4600	—	—	Capt. Sargant	Manila
Albatros	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Hongkong
Albatros	U. S. gunboat	208	10	600	Lieut. Dismaker	Hongkong
Albatros	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. F. Jessop	Manila
Albatros	U. S. cruiser	5218	19	7500	Comdr. Hugo Osterhage	Woorang
Albatros	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garmell	Manila
Albatros	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Albatros	U. S. gunboat	1660	10	6000	A. Comdr. J. Hood	Shanghai
Albatros	U. S. gunboat	1832	8	1888	Comdr. Fr. E. Sayre	Manila
Albatros	U. S. monitor	3990	6	3000	Captain Mahan	Hongkong
Albatros	U. S. monitor	4084	4	5344	Comdr. J. B. Milhen	Cavite
Albatros	U. S. cruiser	2437	20	7500	Commodore G. B. Earbe	Manila
Albatros	U. S. battleship	12,000	—	—	Captain Logan	Cavite
Albatros	U. S. gunboat	201	8	250	Ensign J. E. Bass	Cavite
Albatros	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Albatros	U. S. cruiser	4000	14	—	Capt. Caviole	Cavite
Albatros	U. S. cruiser	3818	18	7500	Capt. F. F. Fletcher	Manila
Albatros	U. S. cruiser	4098	27	8913	Captain Vary	Manila
Albatros	U. S. cruiser	1000	13	1118	Commodore Marshall	Shanghai
Albatros	U. S. gunboat	347	8	600	Lieut. H. A. Wiley	Shanghai
Albatros	U. S. gunboat	8	3	1894	Comdr. A. W. Dodd	Canton
Albatros	U. S. flagship	12,000	40	12,000	Captain Dyer	Canton

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Hongkong, August 8, 1906. 451

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20 YEARS.**Per Case...\$15.00.****A. S. WATSON & CO.,**
LIMITED.**ALEXANDRA**
BUILDINGS.

Hongkong, September 4, 1906.

MEMOS. FOR TO-MORROW.
Meeting.
5 p.m.—Meeting of Pask Church at St.
Paul's College.**General Memoranda.**SUNDAY, September 3.—
Goods per Manila not cleared at 4 p.m.
on this date subject to rent.MONDAY, September 4.—
11 a.m.—Auction of 64 Decauville
Trucks, &c., at Hongkong & Kowloon
Wharf & Godown Co.'s Godowns,
Kowloon.Goods per Suluie undelivered after this
date subject to rent.Goods per Ghazal undelivered after this
date subject to rent.TUESDAY, September 5.—
Goods per Danahua not cleared at 4 p.m.
on this date subject to rent.Goods per Bremen undelivered after this
date subject to rent.FRIDAY, September 14.—
9.30 a.m.—Military Gun Practice.TUESDAY, September 19.—
10 a.m.—Auction of Sundry Naval and
Victualing Stores, at H. M. Naval
Yard.**The China Mail**

HONGKONG, WEDNESDAY, SEPTEMBER 5, 1906.

**THE TRANSVAAL LEGIS-
LATURE**

The most loyal supporters of the Liberal party can scarcely deny that the Government's South African policy is continually compromised by some mental imbalance, which in some instances has in every department. Were it not a potent stimulant for the tail to wag the dog we should suspect that the talented young Under Secretary of State, with hereditary self-confidence, had insisted upon and secured the attachment of undue weight to his crude ideas. He has been in South Africa; he was captured during the Boer War and made a theatrical escape, and his stay in the sub-continent was quite short enough to make him cocksure on every subject connected with its policy. But whatever we may suspect, neither courtesy nor common sense will sanction us in putting the responsibility for meddling and muddling on any shoulders but those of the Secretary of State and the Cabinet collectively. For the last thirty years the catchwords of Liberal policy have been peace, retrenchment and reform, but the overt acts of Liberal governments have furnished an inconsistent commentary upon the text. If their half-hearted interference with the course of martial law in Natal did not cause the Zulu rising it certainly applied the match to the store of combustibles that had been slowly accumulating against the day of their return to office. The patriarch Signananda would never have fomented rebellion, Bambata would not have risen, Dinizulu would never have shown wavering loyalty had it not been seen to be doubtful whether the strength of the Empire were sincerely to be given in support of the Natal government. We should be glad to forget the terminological inaccuracies as to Chinese labour. They served their purpose in giving the party its majority and their inventors would gladly see them buried in oblivion now that the repatriation proclamations have proved that the (supposed) down-trodden holois hug their (alleged) chains. The main question, whether indentured Asiatic labour shall be permitted, is to be left to the new Transvaal legislature, with only so much interference as the Colonial office must interpose in order to save its face. We have now learned something, but not everything, as to the nature of this new legislature which has to pick the South African chestnuts out of the fire for the Bannermanians. Like every other important matter with which they have to deal it has to be hurried into existence by a kind of Caesarian operation after a few hours of closed discussion without the publication of the West Ridgeway Commission's report. It is worth while looking into details to see the nature of the body and the probability of its subserving the objects

which compelled so vast an expenditure of blood and treasure seven to five years ago. It is unthinkable that any responsible statesman should contemplate the restoration of the Transvaal to the Boers within four years of the close of the war that arose from their denying to British settlers the merest rights of citizenship, but the constitution of the elected assembly and the form of the suffrages comperiously near the achievement of this result.

There are to be sixty-nine constituencies, each returning a single member. They are to be delimited, on the sound principle of one vote, one value, in accordance with the number of voters they contain, but this concession to the Progressive party has been seriously compromised by the adoption of manhood suffrage which will tend to assimilate the demarcations to those that might be arranged on a population basis. Of these sixty-nine constituencies the Rand will have 34, the Pretoria district 6, and the rural parts of the Transvaal 29. We may rest assured that the 20 country constituencies will return 39 Boer members from whom it is hopeless to expect sympathy with British Supremacy. Krugers, deep-rural and perhaps four others in the Rand will also have a Dutch majority on the single member system.

This allotment would mean a majority of one for the party of enlightened and Imperial policy. As the Speaker is to vacate his seat on election, the party that gains a majority of even one will be able to retain it, but this seems a very small mercy for which to be thankful. Minute majorities in legislative assemblies are detestable. They put the governing party at the mercy of accidents or of any little clique that form a Cave of Adullam on their own side. Probably the hope of the designers of the Transvaal legislature is that there will be a coalition ministry comprising Dutch as well as British residents. We might anticipate this if we saw any prospect of a fissure in the Het Volk party and the secession of the less Imperially-minded of the Progressives. Knowing the hands from which the gift has come we can be humbly grateful that it is no worse.

The grievance remains that South Africa has again been thrown into the melting pot and no observer can foretell in what shape it will emerge.

The lessee of the Castle Inn, Eynsford, Kent, with a view to the promotion of temperance, put up in the bar a rather drastic notice. None but guests and travellers were to be served on Sundays and no one was to be served with a drink more than once during any morning, afternoon or evening. The owners of the Inn, a Brewery company, applied for an injunction to prevent the lessee thus advancing the temperance cause by curtailing their trade. Mr Justice Warrington decided against them but the court of appeal has reversed the decision, holding that to refuse a man a second drink is inconsistent with the keeping open of the house in the due and proper course of business.

The first week in August saw a large force of Regulars, Yeomanry, and Volunteers in camp at Home. A great storm played havoc with some of the camps, and perhaps a few malicious people were not entirely grieved that Mr Brodrick was in one of them that was wrecked, and that he saw what camp life was sometimes, with stamped ing horses and injured men in a tempest of furious wind and rain. Only there were laments that Mr Arnold-Forster and Mr. Haldane were not there, too. If it had been it would not have been quite unpleasant to the soldiers. The reports that came in were, on the whole, satisfactory. The physique of the Volunteers and Yeomanry was decidedly good, but their discipline and training left much to be desired. Official reports are not always to be relied on, as there is a great tendency to say smooth things to our citizen army. One brigadier says of a certain brigade that they are enthusiastic soldiers, and that the strictest discipline was maintained. An onlooker thought they had an extremely un military

appearance, that they were lacking in skill and interest, and that a good many were enjoying a somewhat rowdy picnic. Evidently a difference of opinion!

It seems a bit queer to learn of the heat wave which has just passed over Europe having such disastrous effects. A number of deaths from heat apoplexy are recorded and the latest files from London contain accounts of several suicides caused by a sudden rise in the temperature during August. It is difficult for the Hongkongite to conceive that a jump of a few points in the thermometer should be capable of so much mischief. Here, until the last few days, we have been literally soaked with moist heat and still the average citizen does not look much the worse for it. Familiarity breeds endurance, and probably colonists who are holidaying at Home welcomed the heat wave as reminding them of the delicious climate they left behind. By the way it is a little singular that the ubiquitous person who assumes himself and others by foretelling the end of the world has not taken advantage of the disastrous natural phenomena which have been so much in evidence of late. A couple of decades since a pessimistic individual named Baxter used to advertise in the "Agony" columns of the London papers warning "all and sundry" that they had better put their spiritual houses in order as the final apocalypse was at hand. He used to seize upon earthquakes, disastrous storms and occurrences of the kind as metaphorical writing on the wall. How he would have revelled in the seismic disturbances in Italy, the United States and Chile! What he actually made out of his gloomy prognostications was not quite clear. It will, however, take more than a few earthquakes in remote parts of the world and a heat wave in London to convince the people of this Colony that the great Settling Day is at hand.

LOCAL AND COAST NEWS.

Three or four of the Japanese students who went with a touring party to Manchuria and Korea died in the course of the journey.

It has been definitely decided that the share issue of the South Manchuria Railway Company shall open on September 1 and close on October 5.

French and Belgian capitalists will subscribe Yen 600,000 of the capital of Yen 1,000,000 for the establishment of a great glass factory at Osaka.

Serious trouble is anticipated at the Besshi copper mine, Iyo Province, Japan, owing to the discontent of the miners with regard to some new regulations.

The Tokyo Municipal authority received some £330,000 the first instalment of the city foreign loan from London, through the Industrial Bank of Japan, on the 17th.

For the service of preserving neutrality during the Russo-Japanese war recommendations for rewards and promotions are being made by the Peking and Nanyang Authorities.

A number of Tokyo and Kobe merchants have decided to establish a joint stock company to carry on the business of silk and cotton spinners and weavers. The capital is to be Yen 3,500,000.

Some members of the Japanese House of Representatives were to hold a meeting on the 21st to join the Inter-Parliamentary Conference, but the meeting was postponed owing to President Sugita's absence from Tokyo.

The French Barracks at Shanhaikuan will, after the withdrawal of the French troops, be converted into a military college for which the expenses will be raised from the profit account of the Imperial Railways of North China.

A Peking telegram to the Manchich states that the Chinese Government is about to appoint Commissioners to make a full investigation of the actual conditions on the Russo-Chinese frontiers, especially in regard to Mongolia.

Certain Russians are said to have forced Chinese to surrender the coal pits at Teyukou and other places in Liaoyang. This has been brought to the notice of Tatar General Chab Eri-hsun, who has deputed officials to confer with the Russians.

INFANT MORTALITY.
THE attention of the Town Council at Johannesburg, Transvaal, was last year directed to the fact that out of eighty-four infants, who died in December, forty-four of them had died of dysentery. An investigation with a view of tracing the source of the disease was authorized. Under the best of conditions attacks of dysentery are very prevalent among children in warm weather, but in a large majority of cases the lives of the little ones can be saved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and storekeepers.**LOCAL AND COAST NEWS.**

Vice-Admiral Fournier states that the submarines were a marvellous success in the French naval manoeuvres. The submarines torpedoed the flagship eight times.

The following telegram was received by the Colonial Secretary from the Government of Burma to-day:—"Restrictions against arrivals from Hongkong port removed."

There was a small collapse at a house at No 281 Des Voeux Road West this morning. Without any warning the top balcony suddenly collapsed and in falling damaged those underneath and the debris fell on and smashed a ricksha. No-one was injured.

The whole of the Sixth Regiment of Infantry left Nagoya, Japan, on August 29 at 5 a.m. for Chiriyamashi, Aomigori, Aichi prefecture, marching in full war accoutrements. In the afternoon, over forty soldiers were unable to continue the march owing to sun stroke.

The hearing of the charges against Mr. H. C. Hogan, formerly Chairman of Directors of Hogan and Company, Ltd. and Mr. J. B. Robertson, formerly Secretary of the same Company, in connection with the affairs of the Company, were further continued before Mr. Colman, the Third Magistrate, at the Singapore Police Court on Aug. 25. Several witnesses were examined.

The Acting Consul General for the Netherlands-Indies has received telegraphic information from the Governor General of the Dutch East Indies that the port of Hongkong has been declared to be uninfected with plague, so that ships or vessels arriving in Netherland India from Hongkong are not longer subject to quarantines. The prohibition of importation of certain articles from Hongkong is also withdrawn and all goods can now be imported into those colonies.

It has been a hot week for London, writes our correspondent under date of August 10, but next week will be a warmer time for the grouse. This year seems to yield a record for the number of fugitives from the discomforts of the city. Every holiday train has in run in triplicate. The reason seems to be that we have all been working too hard and are utterly exhausted. For the last four weeks I have rested at Worthing, the quietest watering place near London, the only spot in England where the fig ripens in the open air. The town's motto may be translated as "Health from the sea, wealth from the land." (Ex terra copiam, ex mari saltem). It possesses the safest sands in the country for bathers and the pleasantest beach for those who want rest without the blatant brass band or the ubiquitous negro.

Organ Recital.
An organ recital was held in St. John's Cathedral yesterday afternoon when the following organ pieces were rendered:—Oratorios in C. Minor, Hollings; Andante Gazioso, Smart; Baccante, German; Excerpt, Dream of Gerontius, Elgar; and Choral Song and Fugue, Wesley. Mr. Denman Fuller, L.R.O.O., officiated at the organ and the rendering of the various selections was greatly appreciated. In addition the following songs were sung:—"In the sight of the Unwise," Mrs. Kew. Mrs. Dew and Mrs. Perkins; "If sleep and Death be true one," Mrs. Perkins; "Eye hath not seen," Mrs. Perkins; Quarter, "Crossing the Bar," Mrs. Newborn, Mrs. Perkins, Mr. G. H. Edwards and Mr. F. A. Bidden. Mrs. Perkins' singing was especially admired.**N. S. W. Commercial Agent.**
The New South Wales Government has decided to renew Mr. J. B. Sutor's term as Commercial Agent for New South Wales in the East for a further period, and at increased remuneration. It is recognised by the Government that Mr. Sutor has done excellent work for the State and every confidence is felt that the same active shown by him in the past will be apparent in the future. The salary at present received by Mr. Sutor is £750 per annum, with an allowance of £300. This salary is to be increased to £1000, and the allowance to £500. The term of his engagement has not yet been fixed but Mr. Moore, Minister for Agriculture, when referring to matter recently, said that the usual period was three years. The Minister also pointed out that the cost of living in a position occupied by Mr. Sutor was very heavy. His work necessitated the acceptance of hospitality which to a certain extent had to be returned. It is also proposed to allow Mr. Sutor a secretary, as he is obliged to travel about a great deal, and in his absence from headquarters some responsible person is needed to attend to matters. Mr. Sutor will probably return to Japan is about a fortnight.**The Clear Angry.**
It is reported (in a London message of August 7) that the Clear, on learning of the untimely at Svanborg and Cronstad, stamped his foot, and exclaimed, "Now I will rule as my forefathers did with fire and sword."**NOT IF AS RICH AS ROTHCHILDS.**
If you had all the wealth of Rothchilids, you could not buy a better medicine for bowel complaints than Chamberlain's Colic, Cholera and Diarrhoea Remedy. The most eminent physician can not prescribe a better preparation for colic and diarrhoea, both for children and adults. The uniform success of this remedy has shown it to be superior to all others. For sale by all chemists and storekeepers.

BY TELEGRAPH.

RUSSIA.

REVOLUTIONARIES COMBINE.

(Revised Service, supplied by Reuters, via Bombay.)

LONDON, September 4.

A telegram from St. Petersburg states that all the revolutionary organizations have combined together and now form a solid anti-government body.

GERMAN MANOEUVRES.

EXCHANGES TO FOREIGN OFFICERS.

From the Staff of the German General Staff, Berlin, September 4.

The German General Staff has recently published a report on the German military situation.

The report states that the German military situation is generally satisfactory.

ITALIAN GOVERNOR.

The Italian Governor of the Italian colony in the East of Africa has recently issued a decree.

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THE SANITARY BOARD.

The Hon. Dr. Clark presided at yesterday afternoon's meeting of the Sanitary Board and there were also present Hon. Mr. W. Chubb, Hon. Mr. A. Irving, Hon. Mr. E. A. Hewitt, Messrs. Fung W. Chun, A. Shelton Hooper, H. Humphries, Lau Chu Pak, Capt. F. J. Badley, Lieut. Col. Josling, Dr. W. W. Pears, and Mr. G. A. Woodcock (Secretary).

THE C. F. O. PAPERS.

With reference to the minutes recording the discussion at last meeting on the subject of C. F. O. papers Mr. Hooper said that he would like the following words inserted:—"The President having declined to answer the question as to whether he had been instructed to communicate C. F. O. papers to the Board which dealt with matters previously discussed by the Board."

The Minutes were to go to His Excellency the Governor and he would like His Excellency to know why the resolution was moved.

The President: The cause was given in the newspapers.

Mr. Hooper: I have no official cognizance of that. The amendment was agreed to, the President adding that his own previous statements would also have to go in also.

The papers regarding the C. F. O. (already published) were laid on the table.

CHINESE PORTERS.

The President moved the adoption of the report (published yesterday) of the committee making certain recommendations in connection with disinterment of Chinese bodies.

He explained that the report practically fixed the time when disinterment should take place at seven years. The expenses of the work was delayed by the Government. The bones were potted in the usual way, suitable places on the hill side being provided by the Government.

The motion for adoption was seconded by Mr. Hooper and carried.

DONATION OF RUBBISH.

The committee recently appointed, consisting of the Hon. Mr. A. W. Brown, Mr. Lau Chu Pak, and Mr. W. W. Pears, to consider the conditions of the scavenging contract, delivered their recommendations.

The report read:—"The present scavenging contract is carried out according to old custom and not according to the terms of the contract, and the terms of the contract will never be fulfilled until the Board insists on the provision of proper material and exercises adequate supervision and is not content with the contractor finding security but satisfies itself that he is a competent and substantial man and capable of performing his contract."

This means extra expenditure—the prevention of the men on the dust boats sitting rubbish will entail an increase in the wages bill of perhaps \$3,000 a year and proper supervision can be obtained only by an inspector accompanying the boats to their destination. We recommend that separate contracts should be let for the sweeping of the city and conveyance of the rubbish to the dust boats and (2) for the removal of rubbish by boat."

We recommend that defects in the present method of carrying out the contract should be met in the following way:—The dumping of rubbish on the Praya and in the harbour at the dust boats should be prevented by erection of suitable stays and shoots over which the carts could tip their rubbish, or of the boats to swing the carts into the harbour. The dumping of rubbish in the harbour can be largely prevented by having the boats towed to their destination. If the tide is unfavourable and there is no wind, the boats sometimes do not reach Gindinkers Bay till late in the afternoon, and the men on the boats employ their time in sitting the rubbish as an amusement. Adequate supervision of them is impossible. We recommend that the contractor should be required to perform an impossible task. The site approved by the Board where he has to deposit the rubbish is a steep hillside where no rubbish could be deposited except at very great expense. For years past the contractor has contented himself with dumping the rubbish into the sea near the approved site and each new contractor has entered into the contract in the natural belief that the contract will not be enforced more strictly in the case than in that of his predecessor. We recommend that the contract should state exactly how the rubbish is to be disposed of. An economical contract is not possible when the contractor has to face vague possibilities. Any attempt at increased cost caused by a change in the terms of the contract should be settled by arbitration. We know no land site in the neighbourhood of the Colony where the rubbish could be disposed of so economically as by being dumped at sea. There is no need, we are advised, to remove the rubbish two miles outside the Colony. If it is dumped a mile to the west of Green Island nothing would return to the harbour and no obstruction would be caused. The type of boat now used is not satisfactory. It is not seaworthy and the boats themselves are often much out of repair. The Farmer loses a number of boats in the case and in less than a year the boats could not venture outside Green Island. A better type of boat should be insisted on, and to obtain better boats on the conclusion of the contract the new contractor should be required to take them over from the old contractor at a valuation to be settled by the arbitrators as is done on the transfer of the Opium Farm. The present contract expires at the close of the year. The nuisance caused by the rubbish dumped into the sea in the neighbourhood of Pabai Island is considerable. The adjoining beaches are covered with rubbish and there are large quantities floating on the water and driven according to the state of the tide past Section or behind Stonecutters and into the centre of the harbour. The boys in this neighbourhood are recognised pleasure resorts and we have directed the contractor to carry his rubbish beyond Green Island for the time being as the internal enforcement of the contract is out of the question.

The President said that it occurred to him that perhaps the better way would be for the Government to own the boats and supply the launch to carry the rubbish away. One of the reasons why the price of the contract is so high is that it only lasts for two or three years, and the man who accepts it has to purchase all the boats he requires, and at the end of the contract these are left on his hands. Perhaps it would be better to discuss the question as to whether the Government should provide the boats or a separate contractor.

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THE PRICE OF SILK.

Merchants Dispute.

In the Summary Jurisdiction of the Supreme Court this morning, before His Honour Mr. A. G. Wills (Puisne Judge) Ng Sze Kung and Ng Yui Hui, partners in the Kwong Wo silk firm of Canton, sued Tai Wo, of Hongkong for \$1000, balance due for silk sold and delivered.

Mr. C. F. Dixon appeared for the plaintiffs, defendants being represented by Mr. Gardiner.

Mr. Dixon, in outlining the case for the plaintiffs, mentioned that the total balance due was \$1028.88, but that \$28.88 had been abandoned in order to bring the action within the limits of the Summary Jurisdiction. The defendants sent their managing partner to Canton to order the silk, and the price was verbally agreed upon. The silk was sent to Hongkong together with an invoice, and no exception was then taken as to price, but subsequently the defendants raised the question that the price charged was not the correct one. On the invitation of the plaintiffs, defendants sent a man to Canton to examine plaintiff's books and he went away satisfied, nothing being said for a long time. Plaintiffs asked for payment and finally sent a representative to Canton to compare the books of each firm, it being found that the balance due agreed. Defendants' defence appeared to be, continued Mr. Dixon, that certain payments made were not credited. His clients had examined the defendant's book and declared that certain entries were false.

Evidence was led.

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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

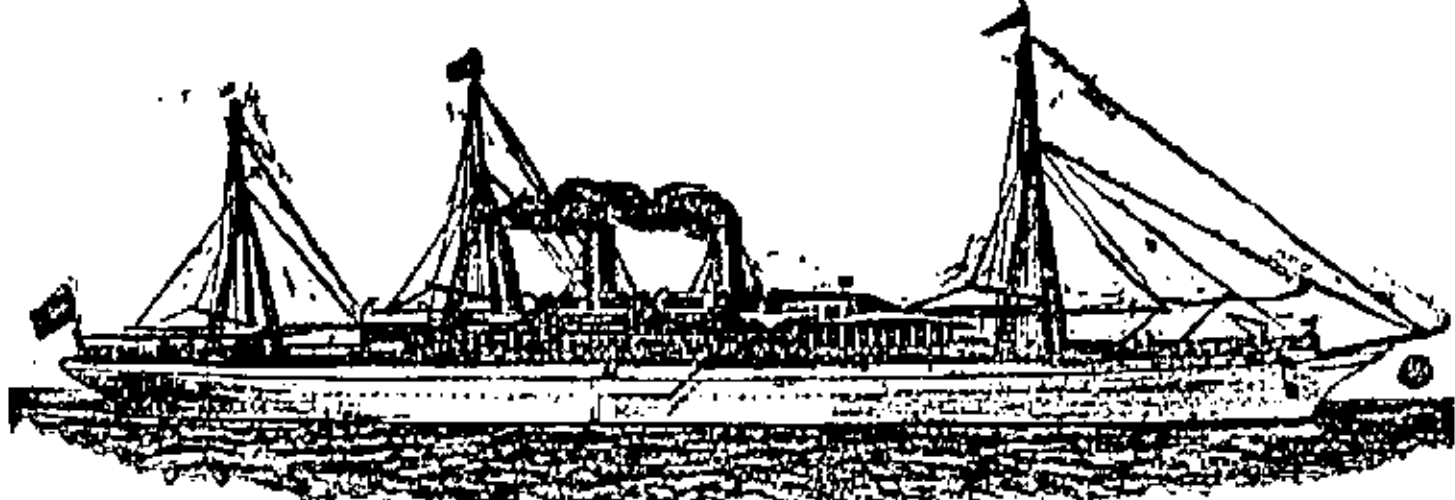
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

PORT	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DEVANHA	About 5th September.	Freight and Passage.
LONDON, &c.	MALTA	11th September.	See Special Advertisement.
LONDON AND ANTWERP, VIA MARSEILLES	JAVA	About 12th September.	Freight and Passage.

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific in the 'EMPERESS' LINE. Steaming 5 to 10 Days OCEAN TRAVEL. 11 DAYS VICTORIA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

STEAMERS	DATE	ARRIVE	DEPART
ATHENIAN	3882 Tons	Wednesday, Sept. 12	Oct. 6
EMPERESS OF JAPAN	6000 Tons	Thursday, Sept. 13	Oct. 15
MONTEAGLE	6162 Tons	Wednesday, Oct. 3	Oct. 27
EMPERESS OF CHINA	6081 Tons	Thursday, Oct. 25	Nov. 12
EMPERESS OF INDIA	6425 Tons	Wednesday, Oct. 25	Nov. 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, P.C., connecting at VANCOUVER with a Special Mail Empress, and at Quebec with the Company's new palatial EMPERESS. Steamships, 14,500 tons register. The through travel to Liverpool being 21 1/2 days from Yokohama and 29 1/2 days from Hongkong. Intermediate Steamer: 1st Class \$260, via New York \$262, 4th Class \$120. Intermediate on Steamer: 1st Class \$240, 4th Class \$120. R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and around the world. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Queen Street and Princes, Opposite Bikes Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SADU MARU, Tons 8,227, Capt. Geo. Anderson	WEDNESDAY, 19th Sept., at Daylight.
VICTORIA, B.C., AND SEA TULE, WASH., Via KIELUNG, SHANGHAI, MOJI, KOBE AND YOKOHAMA.	SHINANO MARU, Tons 6,358, Capt. N. Ohno	MONDAY, 17th Sept., at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	AKI MARU, Tons 6,444, Capt. M. Yagi	MONDAY, 18th Oct., at 4 p.m.
NAGASAKI, KOBE AND YOKOHAMA.	NIKKO MARU, Tons 5,776, Capt. Hunter	FRIDAY, 7th Sept., at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO.	KUMANO MARU, Tons 5,076, Capt. Hunter	SATURDAY, 23rd Sept., at Noon.
KOBE AND YOKOHAMA.	CEYLON MARU, Tons 4,709, Capt. J. Nagao	WEDNESDAY, 5th Sept., at Noon.
SHANGHAI, MOJI & KOBE.	AWA MARU, Tons 6,309, Capt. N. Trent	TUESDAY, 25th September.
	BOMBAY MARU, Tons 6,625, Capt. S. Ishikawa	THURSDAY, 8th Sept., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain J. H. RINDER	On FRIDAY, 7th Sept., at Noon.
'DAKOTA', Captain E. FRANKS	On TUESDAY, 18th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	MOVINE	13th September.
GLASGOW AND LIVERPOOL	AGAMEMNON	13th "
GLASGOW AND LIVERPOOL	CALCHAS	20th "
GLASGOW AND LIVERPOOL	MENELAUS	27th "
GLASGOW AND LIVERPOOL	NINCHOW	27th "

HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	DIOMEDE	11th September.
GENOA, MARSEILLES & LIVERPOOL	PELUS	20th "
LONDON, AMSTERDAM & ANTWERP	CYCLOPS	25th "
ROTTERDAM & LIVERPOOL	KINTUCK	30th "

Taking Cargo for Liverpool at London Rates. + Via Bangkok.

TRANS-PACIFIC SERVICE.

THE NORTHERN PACIFIC RAILWAY CO.

TAKING CARGO ON THROUGH BILLS OF LADING TO ALL AMERICAN COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND PACIFIC COAST PORTS, Via NAGASAKI, KOBE & YOKOHAMA		8th September.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	STENTOR	8th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FROM	STEAMERS	TO SAIL
AMOI, MANILA, CEBU & HIOLO	SONGKONG	6th September.
TIENTSIN	HUCHOW	7th September.
CHEFOO & NEWHAWANG	KWANG	8th September.
SHANGHAI	YCHOW	8th September.
MANILA	TEAN	11th September.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOROTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGHIA	5th October.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, midships, Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. Almond	Manila	SATURDAY, 8th September, at 12 o'clock Noon.
ZAFIRO	2540	R. Rodger	Manila	15th September, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)
TO SAIL
S.S. SOUTH AMERICA.....About 10th October, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

THE AMERICAN AND ORIENTAL LINE.	'SHIRE' LINE STEAMERS.
FOR BOSTON AND NEW YORK, (With Liberty to call at Malabar Coast.)	FOR LONDON AND ANTWERP

THE Steamship FOXLEY, Captain BURCHART, will be despatched for the above ports on or about SATURDAY, the 8th September.
For Freight, apply to ARNOLD, KARBURG & Co., Agents.
Hongkong, August 31, 1906. 1581

THE Steamship RADNORSHIRE, will be despatched for the above ports on or about SATURDAY, the 16th September, 1906.
For Freight & Passage, apply to SHEWAN, TOMES & CO., Agents.
Hongkong, September 4, 1906. 1582

Shipping.

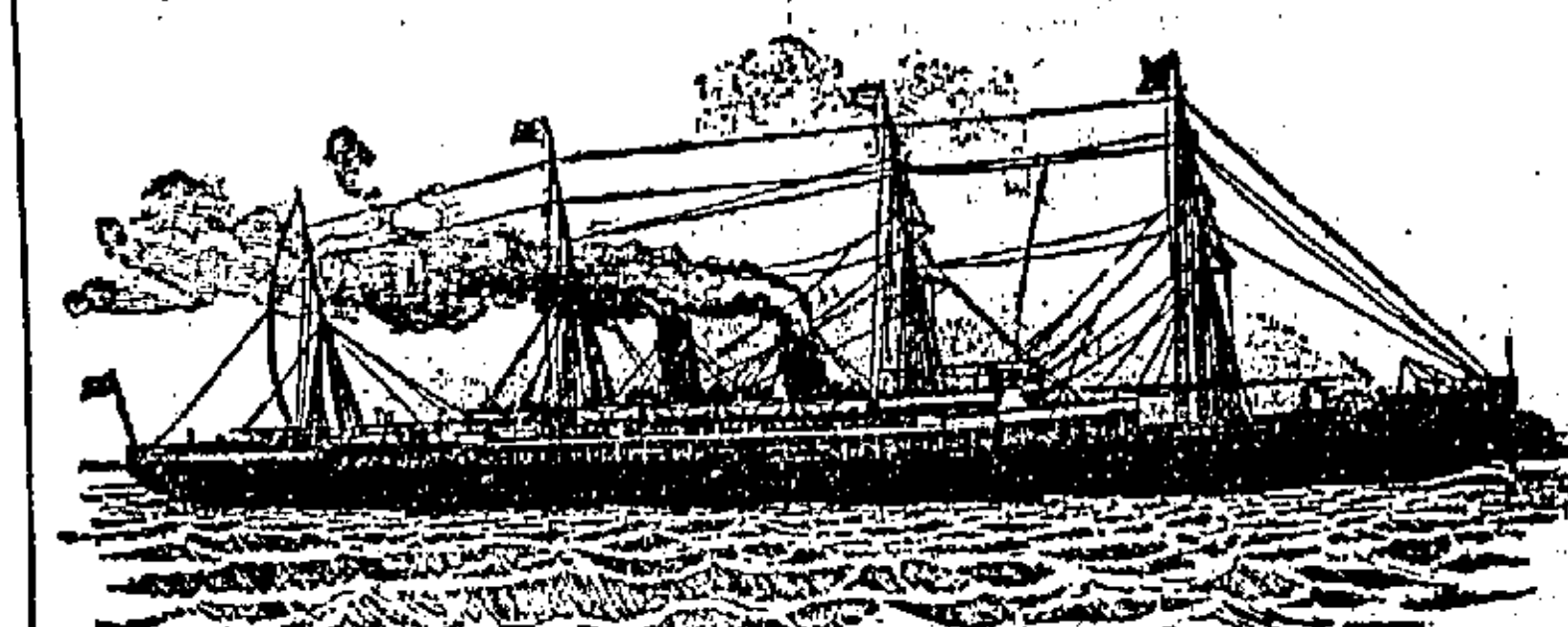
PACIFIC MAIL S.S. CO.

OCCIDENTAL AND ORIENTAL S.S. CO.

TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, ONAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DORIC, 9,500 Gross Tons, FRIDAY, 14th Sept., at Noon.
COPTIC, 9,000 " SATURDAY, 22nd Sept., at Noon.
HONGKONG MARU, 11,000 " TUESDAY, 2nd Oct., at Noon.
KOREA, 18,000 " FRIDAY, 12th Oct., at Noon.
AMERICA MARU, 11,000 " TUESDAY, 2nd Oct., at Noon.
SIBERIA, 18,000 " TUESDAY, 30th Oct., at Noon.
CHINA, 10,000 " TUESDAY, 6th Nov., at Noon.
MONOUELLA, 27,000 " TUESDAY, 13th Nov., at Noon.
NIPPON MARU, 11,000 " TUESDAY, 20th Nov., at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, S.S. KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 18 hours.
San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.
Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905, 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship DORIC will be despatched for SAN FRANCISCO, via AMOI, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, the 14th September, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KOBE & YOKOHAMA; FOR

STEAMSHIP.	Tons.	CAPTAIN.	TO SAIL ON.
NICOENIA	4370	G. MEINER	Sept. 16, at Daylight.
NOMANIA	4370	FELDMANN	Oct. 9, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SHANGHAI, Via SWATOW, HANGSANG	FRIDAY	Sept. 7, at 4 p.m.
MANILA	LONGSANG	FRIDAY, Sept. 7, at 4 p.m.
SINGAPORE, PENANG, KUMSANG	FRIDAY	Sept. 14, at 3 p.m.

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To SAIL.
PERIADES	3753	F. G. Purington	20th September.
YVKA	4417	G. V. Williams	29th September.
SHAWMUT	3606	E. V. Roberts	24th October.

* Cargo only.

BEST FAIR, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo stored in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information Apply to

Dodwell & Co., Limited, GENERAL AGENTS.

JOHN'S BUILDINGS

IS CHRISTIANITY WORTH INTRODUCING INTO CHINA? Reprinted from the 'CHINA MAIL'. To be had at the 'CHINA MAIL' Office, 5, Wyndham Street. Price 50 Cents.

WASHINGTON BOOKS (In English and Chinese) WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, etc. To be had at this Office. Price 50 Cents. Care, Mart Office, 5, Wyndham Street.

Shipping.

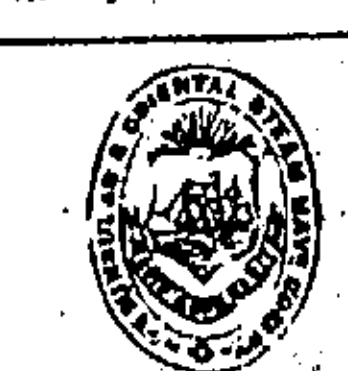
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI & FUOCHOW.

THE Company's Steamship HAIMUN.

Captain A. J. ROBINSON, will be despatched for the above Ports on THURSDAY, the 8th inst., at 1 p.m.
For Freight or Passage, apply to DOUGLAS, LAFFRAK & Co., General Managers.

Hongkong, September 3, 1906. 1734



STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CON- TINENTAL, AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain R. A. PETERS, carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 8th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Macedonia, 6,562 tons, from Colombo. Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tas for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Macedonia, due in London on the 21st October, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.
Hongkong, August 25, 1906. 1683

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship GLENTARF, Tons 4000, will be despatched for Salina Cruz, Callao, and Iquique, via Japan Ports, on TUESDAY, the 11th Sept., at Noon.

Taking Freight and Passengers to other Western Coast Ports of South America. The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to K. MATSUDA, Manager, York Building.

Hongkong, August 24, 1906. 1654

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast

Proposed SAILINGS FROM HONGKONG.

STEAMERS. TO SAIL. 1906.

ATHOLL.....About Sept. 11

ERROLL.....About Oct. 2

For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

(1)

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

THE Steamship MONTROSE, Captain R. GREGG, will be despatched as above on or about 17th September.

For Freight, etc., apply to

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, (Hotel Mansions).

Hongkong, August 17, 1906. 1636

AUSTRIAN NAVIGATION COMPANY.

FLOED'S STEAM

STEAM FOR

FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Brazils, to South America, PERSIAN GULF, RED SEA, BLACK SEA, JAPAN, YOKOHAMA AND AFRICAN PORTS.)

THE Company's Steamship SILEZIA, Captain STANLEY, will be despatched as above on THURSDAY, the 27th inst.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER & CO., Agents, Princes' Building.

Hongkong, September 4, 1906. 1743

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, I. M. Customs.

With Woodcuts

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Literature yet written.

Price 50 Cents.

Care, Mart Office, 5, Wyndham Street.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO DOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles (Brindisi)	Plymouth
Colombo		Marseilles & London	2 days earlier	1 day later
MALTA	7000	Sept. 8	Sunday, Oct. 14	Saturday, Oct. 14
DEVANHA	8000	Sept. 22	Oct. 21	Oct. 25
* OCEANA	7000	Oct. 6	Nov. 3	Nov. 10
DELHI	8000	Oct. 20	Nov. 17	Nov. 24
SIMLA	6000	Nov. 3	Dec. 1	Dec. 8
DELTA	8000	Nov. 17	Dec. 15	Dec. 22
MALTA	7000	Dec. 1	1907	1907
DEVANHA	8000	Dec. 15	Jan. 12	Jan. 19
DELHI	8000	Dec. 29	Jan. 26	Feb. 2
ARCADIA	7000	Jan. 12, 1907	Feb. 9	Feb. 16

* The "Oceana" proceeds through, and takes passengers for Marseilles and London without transshipment. Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Arrangements in the connecting steamer from Colombo is arranged in Hongkong at time of booking. Attention to the above Mail Steamers the following:

INTERMEDIATE (Non-Transshipment) STEAMERS

LONDON,

LEAVING LONDON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

Steamers	Leave	Due at
to	Hongkong	London
* JAVA	4500	Sept. 12
* MANILA	4500	Oct. 24
* NILE	7000	Nov. 24
* CEYLON	4500	Jan. 21 (1907)
* SUMATRA	5000	Dec. 2
* NAMUR	7000	Jan. 18
* NUBIA	6000	Mar. 4
* BORNEO	6000	Mar. 18

These Steamers call also at Singapore, Penang, Colombo, and at Malacca, and at other ports. * Carry only First Class Passengers. * Carriage to and from London Passengers. For Freight, apply to F. A. HEWETT, Superintendent.

HAMBURG-AMERIKA LINIE.

FAST ASIATIC SERVICE.

HOMELINE.

OUTWARD.

Steamers	Destination.	To Sail.
SEGROVIA	YOKOHAMA & KOBE.	13th Sept.
* BRISGAVIA	SHANGHAI, YOKOHAMA & KOBE.	28th Sept.
* HABSBURG	SHANGHAI, YOKOHAMA & KOBE.	29th Sept.
SITHONIA	SHANGHAI, YOKOHAMA & KOBE.	14th Oct.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA & KOBE.	28th Oct.

HOMEWARD.

(Taking Cargo at through rates to ANTWERP, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS in the Levant: BLACK SEA and Baltic Ports: NORTH and SOUTH AMERICAN PORTS), also via ALEX or PORT SAID by the "ARABIC PERSIAN SERVICE" to ARABIAN and PERSIAN GULF PORTS.

Steamers	Destination.	To Sail.
* SILESIA	NAPLES, HAVRE, BREMEN & HAMBURG.	6th Sept.
HELVETIA	HAVRE AND HAMBURG.	10th Sept.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG.	20th Sept.
LIBERIA	BURG, via Singapore, Penang & Colombo.	22nd Sept.
SENEGAMBIA	HAVRE & HAMBURG.	2nd Oct.
SEGROVIA	HAVRE, BREMEN AND HAMBURG.	18th Oct.
* HABSBURG	NAPLES, HAVRE AND HAMBURG.	30th Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity, duly qualified Doctor and Stewards on board. Laundry on board.

COAST SERVICE.

‡ KOWLOON.....SHANGHAI AND CHINKIANG. To follow.
‡ Taking Cargo at through Rates to Tientsin and Chemulpo.
For Freight and Passage, apply to
For Steamers of the Coast Service marked ‡ to
SIEMSEN & CO. HONGKONG OFFICE. 318

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

The Co's. s.s.	For	LEAVING
* SUSHI MARU, Capt. M. NEMOTO.	SHANGHAI, via SWATOW, AMOI AND FOCHOW.	FRIDAY, Sept. 7, at Noon.
JOSHIN MARU, Capt. A. OURA.	TAMU, via SWATOW AND AMOI.	SUNDAY, Sept. 9, at 10 a.m.
AKASHI MARU, Capt. J. A. MERRIN.	ANPING, via SWATOW AND AMOI.	TUESDAY, Sept. 11, at Noon.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amplest. Unrivaled Table.
‡ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co's. local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	SAILING DATES.
SACHSEN	WEDNESDAY, 12th Sept.
PRINZ HEINRICH	WEDNESDAY, 26th Sept.
PRINZ LUDWIG	WEDNESDAY, 10th Oct.
PRINZESS ALICE	WEDNESDAY, 24th Oct.
ROON	WEDNESDAY, 7th Nov.
BUELOW	WEDNESDAY, 21st Nov.
PRINZ REGENT LUITPOLD	WEDNESDAY, 5th Dec.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 19th Dec.

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the Steamship SACHSEN, Captain PETERSEN, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 10th September, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 11th September, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 11th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$9.50, and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$21.0.0.	\$12.0.0.	\$8.0.0.
To Southampton, London, Bremen and Hamburg	\$21.0.0.	\$12.0.0.	\$8.0.0.
To New York, via Suez, via Naples, Genoa or Gibraltar	\$64.0.0.	\$40.0.0.	\$26.0.0.
To Bremen or Southampton	\$64.0.0.	\$40.0.0.	\$26.0.0.
To New York or Southampton	\$123.0.0.	\$83.0.0.	\$49.0.0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates will be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERCEPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSH, DE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE. PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

Steamers	SAILING DATES.
PRINZ WALDEMAR	3227 tons, TUESDAY, 18th Sept., 1906.
PRINZ SIGISMUND	3302 tons, TUESDAY, 16th Oct., "
WILHELM	4768 tons, TUESDAY, 13th Nov., "

ON TUESDAY, the 18th day of September, at Noon, the STEAMSHIP PRINZ WALDEMAR, Captain WATKINS, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To MANILA	\$50.0.0.	\$30.0.0.	\$20.0.0.
To NEW GUINEA	\$28.0.0.	\$18.0.0.	\$12.0.0.
To BRISBANE	\$28.0.0.	\$18.0.0.	\$12.0.0.
To SYDNEY	\$28.0.0.	\$18.0.0.	\$12.0.0.
To MELBOURNE	\$28.0.0.	\$18.0.0.	\$12.0.0.
To YOKOHAMA	\$80.0.0.	\$50.0.0.	\$30.0.0.
To KOBÉ	\$80.0.0.	\$50.0.0.	\$30.0.0.
To YOKOHAMA & back from KOBÉ to HONGKONG	\$140.0.0.	\$100.0.0.	\$60.0.0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG 1st Class To Europe via Australia and Colombo by Imperial Mail Steamer ... \$97.0.0. To Europe via Australia and America ... 96.0.0. From New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.

SAILINGS OUTWARDS.

For	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	* GRIENAU	WEDNESDAY, Sept. 12.
Do	* PRINZ SIGISMUND	WEDNESDAY, Sept. 26.
YOKOHAMA & KOBÉ	* PRINZ LUDWIG	WEDNESDAY, Sept. 26.

* Reaching Yokohama in less than 8 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

	1st Class
to London via Plymouth or Southampton	\$82.0.0.
to Bremen	\$82.0.0.
to Paris via Cherbourg	\$82.0.0.
to Naples, Genoa, via Gibraltar	\$82.0.0.

For further Particulars, apply to Norddeutscher Lloyd.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departures of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.) \$17 per Annum (including Postage). * CHINA MAIL OFFICE, 5, WYNDHAM STREET HONGKONG.

TELEGRAMS.

HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL'.

Price ... Fifty Cents.

To be had at the 'China Mail Office'.

5, WYNDHAM STREET

KARACHI PORT FACILITIES.

Sanction has just been received by the Karachi Port Trust to proceed with the first step in the great scheme of improvements that will eventually double Karachi's export, import and shipping facilities. Permission to raise the first loan of forty-five lakhs at four per cent has been granted. The loan is to be repaid within the next thirty years, and will be applied approximately as follows:—(1) New wharves, Rs. 1500,000; (2) new passenger basin and landing stage, Rs. 220,000; (3) reclamation, Rs. 472,000; (4) re-laying railway approaches, etc., Rs. 440,000; (5) dredging, Rs. 254,000; (6) roads and approaches, Rs. 238,000; (7) contingencies and compensations, Rs. 1179,400—total, 4660,000.

The above represents only the first instalment of the improvement scheme. To follow are the new import and export yards, plans and estimates for which are now before Government.

All this, equal so far to about \$2,571,000, is but a trifle compared with what has been broached for Singapore. But as evidence of the growing importance of Karachi as a world port it is well worthy of notice.—Singapore Free Press.

The following flight of eloquence is taken from a co-operative journal:—"Perhaps the corn is not quite ripe for nationalism, but one step has been taken, one nail driven home, which will awaken in some quarter of the globe and expand to glorious fields afar."

LUNAN.—In the '45, an Airworthiness certificate was issued by the Highways to assist in taking the baggage northwards. In the breeze at Lunan his cart broke down, and after he had toiled hard to repair the mischief—"Vow, me," says he, "fat a trouble it does tak' 'as fit kings, to be sure."

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMER "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London or other ports, and Chartered from HAVRE ex s.s. Medes, in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed. Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 10th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th September, or they will not be recognized. All damaged packages will be examined on MONDAY, the 10th September, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, September 3, 1906. 1732

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP CHAZZE.

FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day. Consignees of Cargo will please take notice that before delivery can be obtained, they must sign an Average Bond, which is lying at the Office of the Undersigned, and pay a deposit of 10% on the value of their Cargo for contribution to General Average.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, September 3, 1906. 1735

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO'S STEAMER MANILA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Goods will be landed here unless intimation is given to the contrary before 6 hours. Goods not claimed by the 9th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 3, 1906. 1733

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$2,500,000
Sterling Reserve, \$10,000,000
Silver Reserve ... 10,250,000
RESERVE LIABILITY OF PROPERTIES.....\$10,000,000

COURT OF DIRECTORS:—

A. HAUPT, Esq.—Chairman.
G. H. MEDHURST, Esq.—Deputy Chairman
E. Goss, Esq.
Hon. Mr W. J. Goss
N. A. Siebs, Esq.
C. R. Lenzmann, Esq.
D. M. Nisiam, Esq.
H. A. W. STADE, Esq.
H. E. Tomkins, Esq.
ACTING CHIEF MANAGER: Hongkong—H. E. R. HUNTER.

ACTING MANAGER:

Shanghai—W. ADAMS GRAM.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 3 1/2 per cent. per annum.

" 6 " 4 " " "

" 12 " 5 " " "

H. E. R. HUNTER, Acting Chief Manager.

Hongkong, August 20, 1906. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, H. E. R. HUNTER, Acting Chief Manager.

Hongkong, May 30, 1906. 1517

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED.....£1,125,000
PAID UP.....£500,000
RESERVE FUND.....£135,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 3 1/2 per cent. on the Daily Balance.

On Fixed Deposits:—

For 12 Months 4 1/2 per cent.

" 6 " 4 " "

" 3 " 3 1/2 " "

E. ORMISTON, Manager.

Hongkong, April 21, 1906. 42

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

CAPITAL SUBSCRIBED.....YEN 5,000,000.
CAPITAL PAID-UP.....YEN 2,500,000.

HEAD OFFICE:—TAIPEI,

